



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

April 23, 2009
Agenda Item 6.5.2.2

Date: April 14, 2009

To: CMA Board

From: Plans and Programs Committee

Subject: 2009 CMP Update: Travel Time Data Collection on Bay Bridge Crossings

Action Requested

It is recommended that the Board approve collecting travel time data on the three Bay Bridge Crossings connecting Alameda County to San Francisco and the Peninsula by exploring the use of Freeway Performance Monitoring System (PeMS) data or other data such as Toll Tags first, and if this data is insufficient or not reliable, then as a one time measure perform floating car runs for comparison with PeMS or other data. While performing floating car runs, if any congestion is experienced on the Bay Bridge due to construction then the floating car runs be restricted to only Dumbarton and San Mateo Bridges. The Board action will be applied to the LOS Monitoring Study starting with the 2010 monitoring period. The purpose of collecting travel time data on the bridges is so that the travel time trend and performance can be assessed and reported in the LOS Monitoring reports.

Next Steps

Upon the approval by the CMA Board, Chapter 8-Conformance, Monitoring and Deficiency Plans will be updated. The Board action will be applied to the LOS Monitoring Study starting with the 2010 monitoring period.

Discussion

The Level of Service Monitoring report included travel time data on all the three Bay Bridge crossings (Dumbarton, San Mateo and Bay Bridges) in 2001 and 2003. This data was obtained from the Highway Congestion Monitoring Program conducted by Caltrans for the years 2001 and 2003. Starting in 2005, MTC assumed responsibility for the Highway Congestion Monitoring Program. Because MTC stops collecting travel time data at the toll plazas where queues form or speeds reduce, travel time data on the three Bay Bridge crossings has not been reported in the LOS Monitoring Report since 2005.

These Bay Bridge crossings are important county to county regional links. Travel time data on these bridges provide a measure to see how these connections are performing over time. Therefore, inclusion of this data to the LOS Monitoring report provides useful information for identifying where transportation investments should be made.

Since this data is not used in the annual Conformity process, using Freeway Performance Measurement System (PeMS) or other data can be explored. PeMS may prove to be reliable and less expensive than using floating car runs along with the other CMP routes. Based on previous data collection costs, collecting travel time data using floating car runs on the three bridges would add about \$10,000 to the biennial LOS Monitoring effort, which is anticipated to be \$80,000 for 2010. The last option is to not collect or report data on the bridges.

ACTAC and Plans and Programs Committee Recommendations:

This item was discussed by ACTAC and Plans and Programs Committee during their April meetings. The following three options were presented for collecting the data:

- (1) Using the Freeway Performance Monitoring System (PeMS) data or other data such as Toll Tags;
- (2) Conducting floating car runs at an approximate additional cost of \$10,000 per monitoring period; and
- (3) Doing nothing.

The Committees recommended exploring the use of existing data such as PeMS and Toll Tags first since this data can be collected at little additional cost. However, if the existing data proves to be not reliable, then as a one time measure, floating car runs should be performed for comparison with PeMS or other data. While performing floating car runs, if any congestion is experienced on the Bay Bridge due to construction, then the floating car runs will be restricted to only the Dumbarton and San Mateo Bridges. Considering the importance of these bridges as regional connections across the bay and the useful information the travel time monitoring over time provides for investment decision making, the Plans and Programs Committee recommended that doing nothing is not an option.